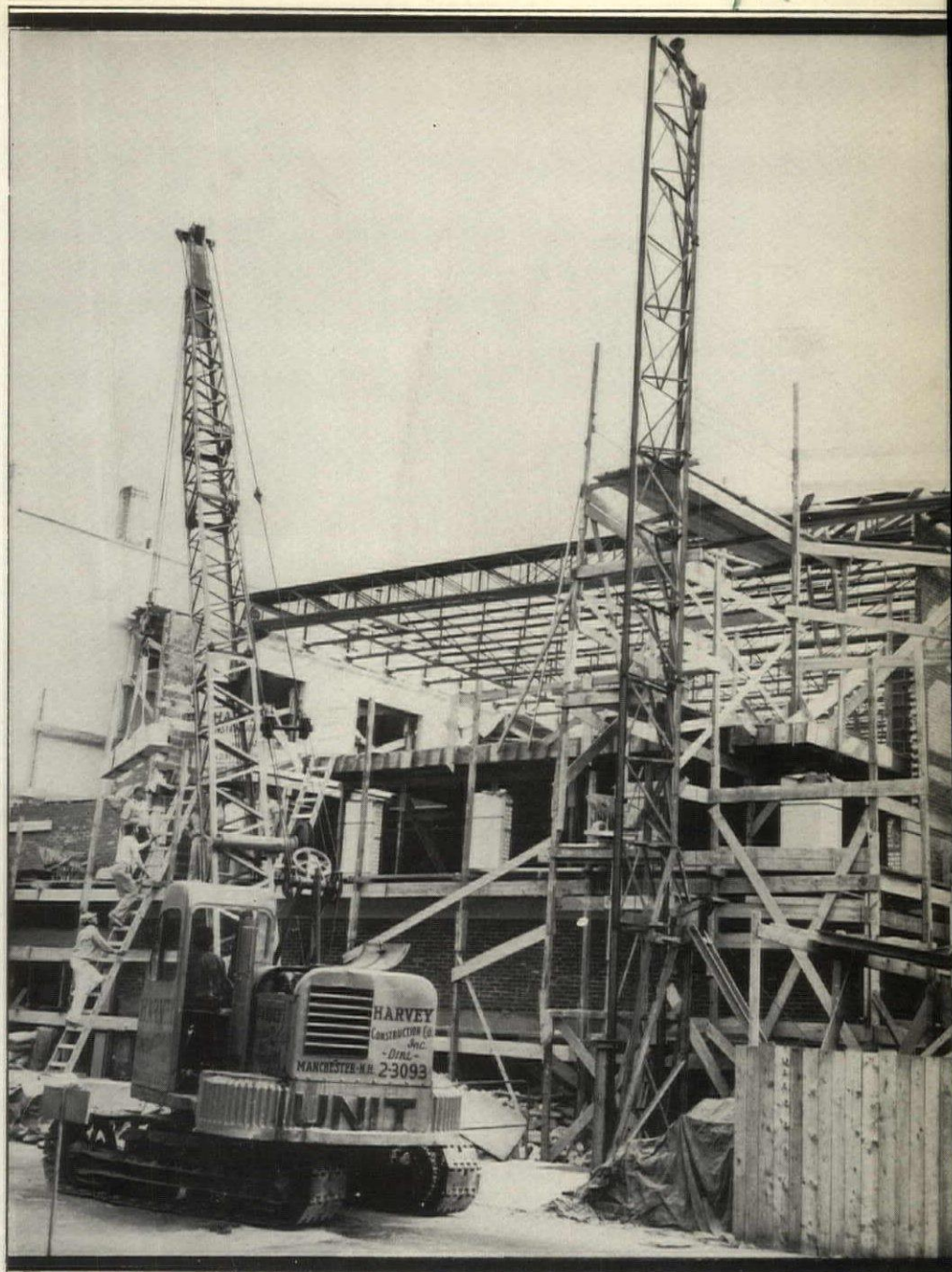


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# *New Hampshire* **ARCHITECT**

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OFFICIAL PUBLICATION

*New Hampshire Chapter of the American  
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OCTOBER  
1950



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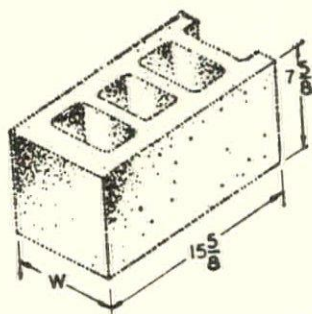
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# New Hampshire ARCHITECT

Official Publication-N.H. Chapter A.I.A.



OCTOBER, 1950

NO. 3

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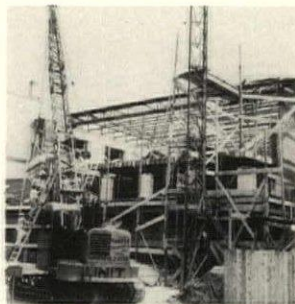
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## COVER PICTURE

The B. P. R. Society and Pulaski Club is the oldest organization in the state of N. H. of Polish descent. It was originally planned to have the new quarters completed in time for use on the 50th anniversary of the founding of the club, the exact date of which is February 5, 1949. Mr. Charles Filip is the president of the organization.

The building will be one of New Hampshire's finest examples of modern architecture. The exterior walls are of brick and cinderblock backup with steel frame construction. There

(Continued on page 4)

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## THE PRESIDENT SPEAKS

One of the recent splendid improvements of our lovely State of New Hampshire is that of the New Hampshire State Toll Road which will ultimately connect with the Massachusetts highway now under construction from Danvers to Salisbury at the southerly end and with the already two year old toll road of Maine connecting at Portsmouth and Kittery.

While much ado is made about loss of business, etc., through the syphoning of through traffic over this new toll road, we cannot, however, let these apparently unjust developments place us in that twilight zone where we are liable to forget the tremendous changes which are inevitably coming to pass and let ourselves be led further astray from our main objectives, which as I see it, is to build a world in which all people can have a more happy and abundant use of their lives. We who live in the pleasant country with space for living and seeing what is about us are apt to forget the highly congested and limited areas in which our past generation has created in the great cities and metropolitan areas.

That people still delight in sunlight and fresh air is evident in the great exodus of people from these dense areas.

Electrical power—the telephone—radio—now television and automobiles along with safe, fast highways are making it more and more possible for families to live in pleasant environments. This will, in a very short time, be reflected in the increased demand for living in our community. This demand will reflect on the work of Architects as in all other areas of professional activity.

Are we preparing ourselves adequately to meet the planning problems which will result, not only in the small community or city but in the region? Our job is planning of buildings—buildings to live in—to work in—to be educated in—to develop our cultural desires in—to worship in. Ours is, also, a responsibility to understand these varying social aspects of people.

We are living in a very critical time in the world. We cannot hope to survive in a civilization as deeply disintegrated as ours is by merely patching up old parts as a garage mechanic does with the old car, for the old car keeps getting worse year by year.

We will have to rebuild our civilization and look upon our express highways and new slum clearance projects and new school and hospital plants as something which must be designed

to meet the ultimate needs for all the in this day and we need to ask ourselves if we are planning and designing is making life more abundant in the communities in we have established them. We have to be concerned with more than survival. Survival is indeed defeat unless there is life and growth and life and growth demand that we shall have the human being first. We must plan before every institution and every vesting interest and find the adequate answer in terms of design—in terms of planning and architectural design, which fulfills the vision in terms of living from the cradle to the

### Cover Picture

(Continued from page 3)

is considerable use of cast stone trim on the front facade of the clubhouse. The interior of the clubhouse floor will be of plywood panels, glass blocks, asphalt tile finish floors, acoustical ceilings and indirect lighting. The auditorium will be finished with buff walls, hard maple floor, and acoustical tiling. Windows throughout are steel sash.

The basement will include a large dining room with kitchen facilities, shower rooms, storage and locker rooms, storage space, and a rest room. A dumb waiter elevator will start in the basement kitchen and serve the auditorium on the second floor.

On the first floor will be the main club lounge, billiard room, bar, rest rooms, and telephone booths.

The auditorium is located on the second floor where there will be a stage, stage box, kitchen, checkrooms, rest rooms and lobby.

The building was designed by the office of John D. Betley, Architect, Manchester. The general contractor is the Harvey Construction Co., Inc., of Manchester; Plumbing and heating work by John H. Stevens Co., Inc., of Manchester; Electrical work by Nakos Electric Co. of Nashua; Roofing by M. J. Murphy & Sons of Manchester and Dover.



## ARCHITEXTOPICS

By Eugene F. Magenau, A. I. A.

A special Chapter meeting to hear President Walker will be held at the Millville Inn on Friday, October 27th. The Inn is located just inside the St. Pauls grounds and among the other attractions are two large new buildings at the School, which are at an interesting stage of construction and which we may inspect, according to the Chief Superintendent of Buildings, Bob

Realizing that the opportunity to hear President Walker is a very special one for this section of the country, invitations have been sent to the Maine and Vermont Chapters, and to other "important personages." Members of the New Hampshire Chapter will surely want to avail themselves of the privilege of attendance at the meeting, because they will be meeting, too.

We hoped that we will be able to "borrow" the occasion the Architect's Traveling Exhibition from the Currier Art Gallery in Manchester where it is on display during the month of October. Additional photographic mounts (30") will be welcomed from either new exhibitors. As space is somewhat limited, some of them may have to be left out, but we can't blame the poor fellow who has to do the selecting.

Although President Walker is an extremely traveled man, we wonder if he has seen New Hampshire's autumn foliage. Anyway it will be seeing again although the best color will be over by end of the month. Incidentally, we understand this will be his first official assignment following a trip to Paris on an important architectural mission (the particulars which escape me for the moment); maybe we can give us a few "scoops."

Remember the date: Friday, October 27, at the Millville Inn, any time after 3:30 P. M. Registration at 5:30 and dinner at 6:30. Send in return post cards.

Now, the Public Works Department is beginning to roll. They have advertised for architectural

services on 3 small bath houses, and for electrical engineering services on re-wiring two state institutions. As previously mentioned, the Commissioner has determined exactly what fees are to be paid; but not as testified at the hearings last spring on the Reorganization Bill, the Department is taking over all supervision, except for "consultation" services on design changes. It is too early to form an opinion, but some rumblings have been heard in this corner. Query: Are they making state work so unattractive to professional architects and engineers that no reputable firms will take it, thus paving the way for an architectural and engineering bureau?

ITEM: In the Proposal Form used by the Department of Public Works, referring to performance bonds on contracts, the following appears:

"Said bond shall be negotiated for, procured from, and the premium paid to, a **resident agent** of an insurance company registered to do business in the State of New Hampshire."

Now won't it be wonderful when the architects get similar preferential treatment? . . . Oh, well, we can dream, can't we?

## N. H. Construction on Upgrade for August

Boston.—New Hampshire construction contract awards in August totaled \$2,931,000 which was 9 per cent higher than the July figure of \$2,698,000 and 36 per cent greater than August 1949 it was reported today by James A. Harding of F. W. Dodge Corporation, construction news and marketing specialists.

This brought New Hampshire's total for the first eight months of 1950 to \$23,030,000 or 64 per cent higher than the corresponding total for last year, according to the Dodge firm.

Residential contracts of \$720,000 were 11 per cent lower than July but 67 per cent higher than August 1949, to bring the eight-month total for 1950 ahead of the same period last year by 28 per cent.

Non-residential awards for August decreased from the July total by 8 per cent and public and private works and utilities increased 85 per cent.



# Dodge Corporation President Outlines Construction Outlook

## Holden Optimistic on World Conditions

*By T. S. Holden, President of F. W. Dodge Corporation*

In response to a number of requests, I have prepared this statement on the construction market situation.

The statement does not do what I should like it to accomplish—it does not present a clear and definite picture of what lies ahead. Nobody has such a clear picture today. But it aims to help you to the best of my present ability and capacity to clarify your thinking about construction conditions.

It may be that, just because the situation is confused right now, some of us are anticipating eventualities of much more serious import than what will actually happen.

First official act of the newly created National Production Authority on September 11 was to request steel company executives to furnish statements of plans for stepping up capacity. At the same time the Secretary of Commerce intimated that controls over steel as now contemplated, will be considerably less stringent than in World War II.

These matters are significant for the construction industry. In the first place, new plants and plant expansion will be encouraged in the armament program; this will be one important source of new construction demand. In the second place, the requirements of the armament program now projected are not of such magnitude as to cripple essential domestic construction or other essential civilian production.

Unless and until the present conflict becomes a global war (which may not happen) the armament program will be quite different from the war programs of 1917-1918 and of 1941-1945. This present program consists in turning the United States of America into a first-class military power, to the end that it can discourage would-be aggressors, defend its freedoms, maintain its standards and fulfill its proper obligations toward policing the world. It will be a big program, a program vital to the country's future, but it is presently visualized as a continuing program rather than as the type of quick emergency program of all-out war

production with which the country was familiar in World War I and World War II.

On the material side, such a program consists principally in stock-piling war goods as long as it remains a stock piling program. It will chew up only a fraction of the total material that would be involved in the tremendous wastes and destructions of total shooting war. Even a very large stockpiling program will require only moderate fractions of this country's total material supply and productive capacity. In other words, the process of transforming the United States into a first class military power can be accomplished without bleeding the civilian economy. In fact our national production cannot be accomplished at this time unless the civilian economy is maintained in health and good condition. It is not correct to assume that the procedures appropriate to this kind of program will consist of repetitions of the procedures of World War II, although there will obviously be some similarities.

At the present moment many producers and suppliers of construction materials and services are oversold. Panic buying on the part of the biggest housing boom in history has created a very abnormal market situation which cannot last. No one knows at the moment what the real orders are which make up the "backlog" of the construction market, but rapidly the backlog may evaporate with the results of confusion and panic buying analyzed and reduced to the net core demand to fulfill existing needs. To cite an earlier instance, hundreds of millions of unsummed orders were cancelled and evaporated within the first three months of 1949 because during that period it was discovered that supply actually exceeded a purely fictitious imaginative demand. More stringent restrictions on housing credit and increased income taxes will reduce current demand to sound proportions. Many would-be buyers will find that there is little demand for the total suppression of the housing market. Little to be gained by panic buying; the wave of scare buying will subside.



panic buying of construction subsidies, as government's armament program crystallized and as some of the current confusions are cleared, the construction market will be more defined and sounder in many respects.

tailment of the housing boom and the consumer goods boom can reduce demand for goods and commodities quite considerably. It is conceivable that, at least for a considerable period, armament production may not be the drop in consumer durables.

But building product manufacturers and their salesmen will therefore have a selling job to do in 1951; few if any of them can count on their entire output requisitioned either by the runaway housing boom or by the armament program. There will be competition in the near's construction market.

But an armament economy cannot afford the luxury of give-away housing programs or of spending for civilian public works, it can only turn to construction to meet the country's basic needs.

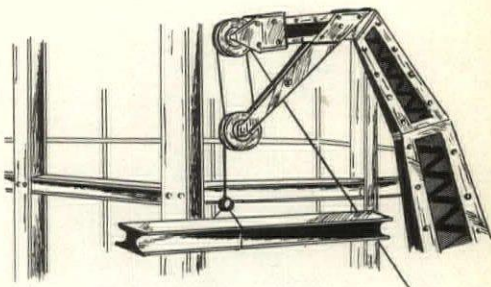
It can afford enough new housing to take care of new families, essential replacements and migrations. It can afford adequate schools and hospital facilities to meet ever-growing community needs. It can afford increased recreation facilities for new needs of the growing population, as well as for the expanding armament program. It can afford necessary improvements in transportation, and improved roads and traffic facilities. If this is indeed an extended armament program, and not a temporary emergency war production program, the country definitely cannot afford a deterioration of the civilian economy.

It would be foolish indeed to minimize a situation which is in many respects the most serious this country has ever faced. But it would be equally foolish for government, companies, or individuals to rely on false or official appraisals of the facts or to adopt hasty conclusions and procedures on the basis of panic, or incorrect analogies to World War II conditions.

Of course, we are not going to have business as usual, in the sense of business as it was some time ago. What we are going to have is a new concept of the nation's business which must include the creation and maintenance of a very adequate military force. At this moment we are passing through the confused early stages of the important adjustment of the national economy.

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View of Store Front.

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View of Second Floor Dining Room

Restaurant for the Puritan Tea Room, completed in 1949. Complete second floor dining area and kitchen. Architects: Koehler and Frank H. Whelan, Boston; engineer; Clyde Loiselle, Cambridge. Contractors include the Reilly, Manchester, electrical; Garden Shop, Manchester, plumbing; Lawrence, front glass work; J. H. Grinnell Co., fixtures; Payne, Cambridge, Mass., electrical; air conditioning; R. E. DeLuca Brothers, heating; DeLuca Brothers, Store, Manchester, second floor; Cambridge, Mass., Acoustics; Manchester, structural steel; roofing contractors; Philip J. Terer.



ry Company located in Manchester, New Hampshire  
basement, first floor dining area and kitchen, second  
r bakery was the result of a fire in the spring of 1949.  
ster.

tural engineer; F. L. Gallagher, Manchester, heating  
engineer.

mburg Construction Corporation, Manchester; J. J.  
erbert Paul, Manchester, painting contractor; The

nce Plate Glass,

re Co., Manches-

sprinklers; F. S.

evens, Manches-

er, plumbing and

rs; Factory Rug

her and Co., Inc.,

ns Iron Works,

Co., Manchester,

Manchester, plas-

*Photos by . . .*

*Eames Studio*

*Manchester*

Detail of Stair and Planting Box.





## Drafting Instruments Presented to A. I. A.

Used to design U. S. Capitol, will be  
placed on exhibition.

Washington—The century-old drafting instruments used to create the distinctive dome of the United States Capitol and to design the building's wings now occupied by the Senate and the House of Representatives were presented to the American Institute of Architects here last week. They had been the property of Thomas Ustick Walter, Philadelphia architect, who was appointed in 1851 (correct) to design extensions for the Capitol and has been recognized as one of the outstanding leaders of the Greek Revival in America.

The instruments, presented by Alfred Bendiner, Philadelphia, will be placed on exhibition in the Octagon House, restored by the architects' national professional society as an historic shrine and opened to the public earlier this year. Walter was one of the original organizers of the Institute in 1857, and served as its president from 1877 until his death in 1887. The Octagon House was designed by Dr. William Thornton whose plans for the original Capitol building were accepted in 1793.

Work on the Capitol dome, a technical achievement of importance as one of the earliest architectural works in cast iron, was hardly half completed at the outbreak of the Civil War. Despite wartime building difficulties, work on the great dome was pressed forward and it became an outstanding expression of Federal determination to persevere and to reunite the divided nation. When the war ended, Walter's dome had been completed.

The architectural instruments were received by Ralph Walker, New York architect and president of the Institute, and were inspected by the organization's board of directors who met here, and by David Lynn, architect of the Capitol. They were part of the estate of the late Albert Kelsey, Philadelphia architect.

---

It is interesting to note that when God made man, He didn't arrange any of the bones so he could pat himself on the back.—*Cominco Mag*, hm, Consolidated Mining Co.

## Construction in N. E. 79 Percent Ahead of 1949

Boston.—Construction contract awards in New England in August totaled \$102,370,000, 12 per cent below the July total of \$115,820,000 but 79 per cent ahead of August 1949, announced today by James A. Harding, manager of F. W. Dodge Corporation, construction news and marketing specialists.

Residential contracts at \$54,443,000 were 12 per cent below July but were 93 per cent higher than August last year. Non-residential awards totaled \$33,305,000 which was 24 per cent below July yet 66 per cent higher than August 1949, according to Dodge.

Public and private works and utilities totaled \$14,627,000 in August, less than 1 per cent higher than July and 61 per cent above August 1949.

The eight-month construction contract total for New England of \$673,596,000 was 79 per cent higher than the corresponding period for 1949.

For the eight-month period as compared with the same period of 1949 the totals were: residential, \$223,137,000, up 64 per cent; non-residential, \$329,952,000, up 103 per cent; and private works and utilities, \$120,507,000, an increase of 47 per cent.

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★ ★ ★ ★

"Stop!" cried the man in the road, "you are exceeding the speed limit!"

"That's nonsense," retorted the driver, bringing his car to a halt.

"That's what they all say," said the other, climbing into the car. "You can tell your story to the magistrate at Kinktown—just 7 mi's up the road. Get along, please."

They drove on in silence to Kinktown, where, as the car drew up in front of the police court, the man got out.

"Much obliged for the lift," he said. "You can settle that matter of speed with the magistrate, if you want to. As a stranger in these parts, I don't think my word would go for much."—*Times of Brazil*. (Sao Paulo)

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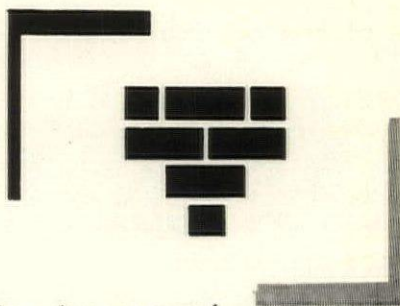
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## **Announcement Made New General Electric Garbage Disposer**

Bridgeport, Conn.—A completely redesigned General Electric garbage disposer which is more economical to operate and at least 50 per cent quieter than previous models has been announced by C. J. Enderle, manager of the Company's electric sink and cabinet division.

The machine incorporates a new shredding mechanism with an extra cutting action which macerates bones, fruit pits and similar matter while reducing all food wastes—regardless of size and consistency—to tiny uniform particles.

"This action not only speeds and simplifies waste disposal," Mr. Enderle said, "but it also reduces power consumption. The mounting of the shredding mechanism and roller bearings on rubber also reduces operational noise and undoubtedly lengthen the useful life of the appliance."

Although every element of the disposer has been redesigned, operation of the device is basically the same as in earlier models. Waste is scraped into the sink drain to which the disposer has been connected. Even after the control has been locked in position, the appliance will not operate until the cold water has been turned on. The water throws an electric switch and the machine starts. The cold water congeals grease and keeps the drain lines open and makes it impossible for the impact of food waste bulk to break the water seal and allow dangerous gasses to escape from the city sewerage lines or septic tank into the kitchen.

The new disposer is available in two models—the FA-4 and FA-41—which can fit in almost every sink installation having a drain opening 3½ to 4 inches in diameter. Although the models are approximately 15 pounds lighter, somewhat smaller than previous ones, they have the same food waste capacity.

For the first time since the disposer was introduced by General Electric in 1935, it has been designed with a view to eye-appeal. The new models are gleaming white and streamlined in appearance to match the most modern kitchen appliances.



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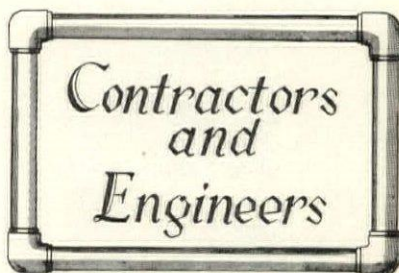
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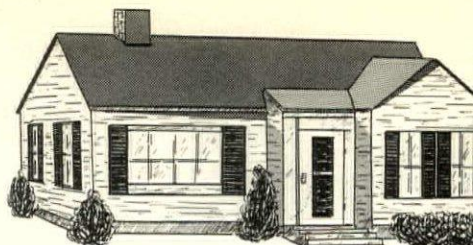
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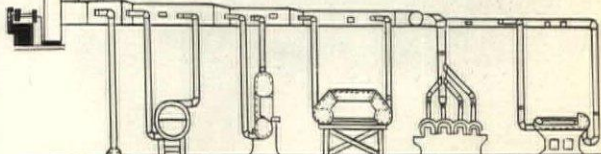
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